

e-NEWSLETTER

iAM
RoadSmart

WESSEX ADVANCED MOTORISTS



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WESSEX ADVANCED MOTORISTS

e-NEWSLETTER

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Any comments or opinions expressed in this e-Newsletter are those of the contributors and not necessarily of the Institute of Advanced Motorists Ltd., Editor or Committee. Please send any items for consideration to be included in the next e-Newsletter to David Walton, our Editor (details on the back page). Items will be published ASAP.

DATA PROTECTION ACT

Members' details, i.e. names, addresses and telephone numbers, are kept on computer to assist group administration. This information will not be passed outside the IAM. WAM may from time to time publish photographs taken at group events in this newsletter and on the website or display them at publicity events. If you do not wish to have your photo taken or published by WAM, please contact the Editor in writing (contact details on the back page).

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Chairman's Corner



It has to be the worse 1st quarter of a new year ever! Gale-force winds, snow, below-freezing temperatures, torrential rain, hail... oh and one, maybe two, half-decent days in there somewhere. It looks like the weather is on the “up” now and not before time.

Hello and welcome to this newsletter and a special warm welcome to our new Associates who have joined since January. Congratulations to all those who passed the Advanced Driver test too; well done to you all and to your respective Observers... it's a team effort.



By Andrew Griffiths





The Newsletter

As you will see further into the newsletter, there is an article by a world famous woodturner and many other articles to enjoy - not that I'm saying that you will necessarily enjoy the article about woodturning! I'm still not seeing many articles from you though; what I do see occasionally are contributions from those who have recently passed the test reflecting on their experiences and I really like reading them so thank you to our newest full members for these contributions... and for those yet to take the test, I look forward to reading yours too.

Topics for our newsletter

I really would encourage you to contribute to our newsletter; it doesn't write itself and it falls to the already busy committee to provide. I wonder how many of you enjoy reading our newsletter; I get no feedback at all so maybe some 1-liners for the next edition from you to say what you think of the newsletter and what you'd like to see included... that would be a great start.

I've previously produced a "suggestion list" of topics and here they are again to inspire you:

- Share a good/bad driving experience with fellow members and associates
- You may have returned from a holiday abroad where you drove a rental car on the right hand side of the road. How did it go? How did you adapt? Did you do cockpit and POWDER checks, frequent mirror and shoulder checks?
- If you are an experienced caravaner or tow a trailer, share with us your experiences of towing.
- If you are a keen horse rider, what advice/tips and personal experiences can you offer those of us who may not know how best to respond when encountering a horse with rider?
- If you cycle on busy roads, share your experiences of courteous (and not-so-courteous) drivers. How do you reciprocate courtesy to thoughtful drivers?
- Have you bought a new car recently? How did you decide on make/model? How did the cockpit drill help you familiarise with the vehicle and prepare for the test drive?





- Is there a particular road you like driving on? Perhaps one you find particularly exhilarating, one with lots of challenges, lots of bends, straight sections for overtaking?
- Is there a picturesque route you would recommend for an enjoyable afternoon drive?
- Do you have a classic or vintage car/motorbike? Tell us about it and its history. Why do you like it? Include a photo (of you with your car).
- If you have visited a National Trust or English Heritage property, tell us about your experience.

These are just some suggestions I've made but if there's anything not on the list you would like to write about, please do so and send it to David Walton. Don't assume other members will contribute and so you don't need to; experience shows that nothing happens and it all falls back to the already busy committee to provide.

Tests

We've been experiencing delays to tests in the Taunton area with some of our associates

having to wait between 3 and 5 weeks from the time they are put in for test. By comparison tests in Yeovil are done in a much shorter timescale. Having contacted my colleagues in neighbouring Groups across the South West, they have the same experiences.

Why is this? It generally depends whether the Examiner is a **working** or a **retired** Traffic Police Officer (TPO). We must bear in mind that a working TPO is volunteering his/her services and expertise and must accommodate tests in his/her shift patterns and this can introduce delay. In contrast, a retired TPO is more readily available and in one case I know of first-hand, an IAM motorbike Examiner made contact with the test candidate immediately it was assigned and arranged the test for the next day! Now that's impressive!

Examiners are allocated by IAM RoadSmart on a postcode basis – the Examiner nearest to the test candidate. We have Examiners residing in Taunton (Dave Adams, a working TPO), in Yeovil (Andy Ware a retired TPO/Instructor) and in Barnstaple (Mark Box). So there's inconsistency across our "patch".





The key point is that **all** IAM RoadSmart Examiners have an agreed “delivery schedule” with IAM to contact the test candidate within **5 working days** of being registered for the test. We **will** let test candidates know when they have been registered for test so if after 5 working days the examiner hasn’t made contact to arrange the date/time/place, the test candidate must contact IAM (support@iam.org.uk, 0300 303 1134) to chase it up to avoid further delays. IAM aims to be customer focussed so they must listen to you and respond positively and in your favour.

No-one wants to be kept waiting for a test - I know this first-hand because periodically, I must be tested by the Regional Area Manager for the South West and it was a stressful, anxious wait from December through to January this year!

Drive reviews

When did you last have your driving checked to ensure you are maintaining the standard required to be an advanced motorist?

IAM RoadSmart advanced driver qualification is for life, unlike RoSPA where the driver is required to retake its test (and pass it) every 3 years or lose it.

So for us, we take the advanced driver course, pass the test and that’s it for life. But do our high standard of skills achieved during the training really last for life? What do you think? There is more than likely to be a degree of “erosion” to those skills over a period of time which the driver may be blissfully unaware of because the erosion can be so gradual that it is unnoticeable. Before you know it, some bad habits may have crept in that are now the “norm”. We’re only human.

So why not have your driving reviewed completely free of charge - apart from the fuel you use.

Let’s be absolutely clear on this (a phrase used frequently by politicians when being interviewed on TV... usually in what I think is intended to be a demeaning context... but it’s not the case here!). The review is **not** a test. It is an informative one-to-one drive with either me or with Barry (Mr Events); we are both National Observers and we’re busy chaps but we think is well worth while to commit time to any full member who would like a review of their driving skills. We are there to give you advice and support to help





you refresh your skills and to give you confidence. Your DVLA driving licence and your IAM certificate **are safe** and I promise that anything that's said in your car stays in the car and will remain in-confidence; it is between you and your "coach".

So how do you book a review drive? It's as easy as contacting John Gilbert (01278 651222 or coordinator@wessesam.uk) and he will make the arrangements for you. If you have a preference for either Barry or me, just let John know... nothing will be read into it, honestly! So what's stopping you? You have nothing to lose and everything to gain.

Don't try this at home

You may have caught a glimpse of a recent newspaper article which reported on a Tesla owner who has been banned from driving.

He was spotted - and reported to Police - by members of the public whilst "driving" his car in "autonomous" mode (ie the car drives itself) and he was taking this quite literally; he was the sole occupant and was sitting in the passenger seat while merrily travelling along... so there was no driver!

Tesla commented that autonomous mode is there to assist the driver who must remain in overall control of the vehicle (from the driver's seat!) Autonomous mode has not (yet) been accredited for use on UK roads as much more testing needs to be carried out. So if you are rich enough to own a Tesla, please take heed!

I have just returned from a sunny bank holiday weekend of IAM and Wessex Group activities; I spent a glorious sunny Saturday indoors in a conference room at the Haynes Motor Museum where David (Sec) and I joined many of other Groups here in the Southwest at our IAM Spring Forum listening to a briefing on GDPR (General Data Protection Regulation) given by our Regional Service Delivery Manager Shaun Cronin. That was my day gone! In the meantime, Barry (events), John (Associate Coordinator), Mike (Observer and Committee member) and Andrew (Group member) manned the Wessex stand at the Abbey Hill Steam Rally in Yeovil on Friday and Saturday.

Following the Forum, I spent Sunday and Bank Holiday Monday on the Wessex stand at the steam rally being baked in blistering sunshine along with David (again) and Barry (again).





We were happy to be joined on Saturday by Ella and Kate, members of our Group who came along to help and they made a big difference and it proved that many hands make light(er) work.

I am now home, tired out and ready (not) for the forthcoming week. This has been a very busy weekend devoted to IAM and Wessex business. I feel it is very worth while letting you all know about the hard work of the noble few that kept the flag flying for our Group over the last 4 days. I thank them all for giving up their valuable time over the weekend. I very much appreciated it.

Please don't forget our Classic Car Show at Hatch Beauchamp in July. Come along and support your Group while feasting your eyes on what looks to be a great line-up of classics... even NYPD (New York Police Department) will be there!

Andrew

May Members' Evening

Cross Manufacturing Company

Cyril James is coming to give us an Illustrated Talk on the history of Cross Manufacturing Company and the internal combustion engine developments of Roland Claude Cross (1895 – 1970)

**Wednesday 16th May 7:30pm
at Hatch Beauchamp Village Hall**

THE COMMITTEE



Committee meetings (for committee members ONLY) are held bimonthly at 7:30pm on the first Wednesday of the month at Hatch Beauchamp Village Hall. If, as a group member, you need to raise any issue at committee level, then please feel free to contact any committee member to put your views to the next committee meeting.

Chairman	Andrew Griffiths	chair@wessexam.uk
Vice Chairman/Events Coordinator	Barry Keenan	events@wessexam.uk
Secretary/Membership Secretary	David Walton	secretary@wessexam.uk
Treasurer	Isobel Jennings	treasurer@wessexam.uk
Associate Coordinator	John Gilbert	coordinator@wessexam.uk
Support Officer	Michael Wotton	cmmw@wessexam.uk
Chief Observer/Masters Mentor	Andrew Griffiths	chair@wessexam.uk
Newsletter Editor/Webmaster	David Walton	ed@wessexam.uk
Committee Member	Brian Howe (President)	president@wessexam.uk



GROUP OBSERVERS



Chief Observer, Masters Mentor & LOA	Andrew Griffiths
National Observer & LOA	Barry Keenan
National Observer	Delphine West-King
Local Observer	Paul Crowe
Local Observer	Godfrey Davey
Local Observer	Brian Dodd
Local Observer	Paul Green
Local Observer	Isobel Jennings
Local Observer	Hugh Todd
Local Observer	Guy Tucker
Local Observer	David Walton
Local Observer	Michael Wotton

Group observers must be fully paid up Wessex Group AND National IAM members at ALL times to carry out your vital observer roles.

Always check that your associate has an up to date membership card before departing on any observed drives. Please try to make and maintain contact with your new associates and listen to any concerns or fears they may have. When associates pass their Advanced Driving Test, PLEASE inform the associate coordinator as soon as possible as we have a duty to keep accurate and up to date records. All new associate members are normally teamed up with a conveniently placed observer. If you have any problems please contact our chief observer, Andrew Griffiths.

The following IAM and WAM member is a Driving Standards Agency/Approved Driving Instructor:
Nick Tapp 07900 900678

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM and WAM full member driving instructors wish to be on the above list, contact the newsletter editor. (NB: You MUST remain *full* IAM and WAM members at all times.)



CALENDAR



MAY

16	W	7:30pm	Members' Evening – Cross Manufacturing Company, guest speaker Cyril James
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JUNE

20	W	7:30pm	Members' Evening – The trials & tribulations of the M5 construction, Alan Billingham takes a light-hearted look at the construction of the M5.
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JULY

3	W	7:30pm	WAM Committee Meeting
18	W	7:30pm	Members' Evening – Classic Car Show

SEPTEMBER

5	W	7:30pm	WAM Committee Meeting
15-16	Sat & Sun		Somerset Moto Fest
19	W	7:30pm	Members' Evening – Adrian White, Funeral Director



PRESIDENT'S PONDERINGS



ESCARGOT NOIR. A Japanese van with a French twist

In the last WAM newsletter I wrote about the Renault 4CV (750). This time I am writing about a 1980's Japanese desire for RETRO or classic cars and one particular little van that, apparently, was very popular in Japan at that time. This was the humble little Citroen 2CV Fourgonnette van, an ideal size for the narrow streets of Japanese towns and cities.

Having regained my Driving Licence after 5 years, and I had been nearly ten years without a CLASSIC CAR, I felt it was time for something completely different. I didn't want anything large or modern as Alice and I already own and run a Skoda Yeti, but I didn't want anything too small either, as I need to carry my mobility scooter around with me. This narrowed the search to tall estate cars or small vans.



by Brian Howe





My first choice was a Morris Minor Traveller but a quick online search for a good one revealed astronomical prices. I also rejected a number of 5cwt to 7cwt British vans for similar reasons and thinking of running and maintenance costs. Then an advert popped up on that ubiquitous social media site, Facebook, for Algys Autos of Bristol, specialist importers of Japanese vehicles, classic and modern. On their website, I discovered all sorts of weird and wonderful vehicles, like the diminutive Daihatsu Midget (modern descendant of the Tuk-Tuk). This is a kei class van, or pick-up, designed to conform to strict size regulations for the very narrow Japanese streets. It has a 660cc engine and 10in wheels. A bit too small for a chap my size and the load area was not

sufficient to carry my scooter. The MPV's like the Toyota Estima (UK model, Previa) and the 4x4's like the Toyota Hilux Surf, were much too big. Cue the Retro Classic section. The Nissan Figaro, a two seat retro sports cabriolet popular with certain celebrities. Fun, but totally unsuitable. The Nissan Pao, a small 4/5 seat, 3 door MPV with a 1 litre engine and 12in wheels. Again, a bit too small and the rear seats would lose too much length from the load area. The third and final vehicle in this section was the Nissan S Cargo kei class van. All three of these vehicles were designed by Naoki Sakai and built in the Pike Factory, (Nissan's special project group), and known collectively as the "Pike Cars".



Nissan Figaro



Nissan Pao





Nissan S Cargo. Naoki Sakai's inspiration for the body of this little van was strongly influenced by the Citroen 2CV Fourgonnette van which was nicknamed the 'Tin Snail' due to its shape and probably its lack of speed, especially for the early models. The S Cargo (Small Cargo) was a double entendre for escargot, the French word for snail. Naoki even created a stylised C and S to create the snail motif that can be seen in the picture of my example. On the inside, he borrowed the Citroen styled single spoke steering wheel, the

centrally located speedometer and the high dash-mounted gear shift. The S Cargo was introduced at the 1988 Tokyo Motor Show and was originally marketed without Nissan branding and was available by reservation only. Over its two year production run, only 8,000 units (variously reported as 12,000 units) were built. They have been described as "The height of post modernism", and yet have also featured, (somewhat unfairly in my view), on a top 50 Ugliest Cars list. Mine is unit number 002985.



Citroen 2CV Fourgonnette



Nissan S Cargo





Escargot Noir (Black Snail) Personal import via Yokohama, Japan to Avonmouth, Bristol.



The S Cargo is a Japanese Domestic Market (JDM) small van powered by the Nissan Sunny E15 engine mounted transversely. This is a 1.5litre, 4cylinder, 8 valve, SOHC, petrol engine with a single carburettor and producing 73 bhp @ 5,600 rpm. Transmission is through a 3 speed automatic gearbox to the front wheels. The van features power assisted rack and pinion steering, with front disc and rear drum brakes. It has front independent strut-type suspension with rear independent torsion bars. Fuel capacity is only 40 litres (8.8 Imperial gallons). Payload of 300kg (5.9cwt), GVW 1380kg (3042lbs).

The standard fitment wheels were 13in x 4.5in steel with painted central hubcaps wearing 155R x 13in tyres. Although Escargot Noir was fitted with 14in alloy wheels with 175.65x14in tyres back in Japan. External dimensions, Length 11ft 5ins x Width 5ft 3ins x Height 6ft 1in.

Equipment and Features. Internally, it has a basic air conditioning system, (either on or off

with no temperature settings), and a 3 speed heater fan. Electric remote locking for the rear tailgate but the front doors are key operated only. (No central locking). The large speedometer is centrally mounted, as is the auto gear change lever, on a large flat dashboard. The spare wheel is stowed underneath the front passenger seat. The rear load area is covered with rubber flooring and the cab floor has carpet over rubber matting, but no sound deadening. Externally it has the two optional extras of side portal windows and an electric canvas sunroof.

Personal Note. On 22nd June this year, Alice and I will be celebrating our 50th (Golden) Wedding Anniversary. I think she has done a sterling job trying to keep me in check. I am currently searching for a suitable long service award for action above and beyond the normal call of duty. 😊

Brian L. Howe



COORDINATOR'S REPORT



Since the spring edition of the Newsletter the group has achieved six Advanced Driving Test passes of which two were F1RSTs. Of particular note is the excellent, all 1s, pass by Evan Dyer who, at the age of 18, is now, I believe, our youngest Full Member. It was good to see that he scored a mention in the current IAM online newsletter. I would also like to mention another excellent result, the F1RST achieved by Pauline Wills with only one 2. We currently have another three Associates who have been submitted for their tests and I wish them every success on the day. With all this activity our Observers have been really busy over the last three months.



By John Gilbert

However, bearing in mind the old saying “feast or famine”, we are now in a time of famine. Only two new Associates have signed up in the last three months. What that means is that we now have only six Associates actively going through the Advanced Driving Course. This compares with over 20 in my last report. Some of our 12 Observers have therefore found themselves out of work, even though four of them are currently inactive due to sickness, holidays or other activities.

In addition to the above activities, our Observer team has completed two Free Taster sessions, at least one of which will almost certainly be converted into an Advanced Driving Course sign up. Also four of our group members have been undergoing assessments and/or refresher sessions with our Observers.





Advanced Driving Test Passes

Congratulations to six members who have recently passed their Advanced Driving Test.

OBSERVED BY

Evan Dyer (F1RST)	Paul Crowe
Mark Rhodes	Timothy Wheeler
Jason Pratt	Delphine West-King
Richard Butler	Mike Wotton
Pauline Wills (F1RST)	Guy Tucker
Anne Bull	David Walton

The Membership Register

This quarter we have two new group members. We hope you enjoy your association with Wessex and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>CLASS</u>
Christopher Houghton	Spaxton	Associate
Andrew Hepworth	Langport	Associate

We currently have 130 members of whom 6 are active associates

Statistics for year to end of April

	group	region avg.
Pass rate %	95	88
No. of F1RSTS	8	7.0
No. of observers	12	26.8
New Associates	33	42.7



Events Corner



Well hello everybody! I hope you're having a pleasant summer?

Tell me, how did you cope when the dreaded 'Beast from the East' struck? It was a bit fierce, didn't you think? My son certainly thought so. He found himself well caught up in the blizzard like conditions that suddenly hit on Friday 2nd March.

He was trying to get home to Yeovil from Dorchester when, after several attempts of trying to negotiate the A37 at Warden Hill he had to leave his car outside Warden Hill Farm and walk the couple of miles down the hill and up the other side again to the Rest & Welcome where his wife was waiting to pick him up. He was frozen to the bone he told me later. Well he would be, he was dressed for the office, not tramping through Siberian winds and snow!

Me, on the other hand? Having done our usual monthly shop about 10 days earlier, we were well stocked up with the essentials (and some not so essential as well, come to think of it) and saw no reason to go out. So in good road safety form, I



**By Barry Keenan, Events
Co-ordinator**





cancelled all of my Associate drives scheduled for that week, and just stayed in for the duration. I tell you, there was virgin snow on every part of my property. I didn't even wander up to the bins!

I really did feel for those poor people who were caught out on their way home along the A303. Closed from one end to the other with, apparently, no way of rescuing those stranded there, either. What a nightmare.

And though not snow, you couldn't help but notice that the Easter bank holiday was the same usual washout as always. Maggie and I pretty much stayed at home over the period but did have a really nice time with our family at Haynes Motor Museum at Sparkford. If you haven't been yet, you're really missing a treat.

The main corridors in our region, the M5, A303 through Somerset and the A361 from Ilfracombe to the M5 all seemed to have their share of major road works and holdups over the Easter bank holiday weekend which must have been real agony for those poor souls caught up in it all.

And for a different reason the A303 was closed in both directions yesterday (24th April) following

a serious injury traffic accident there. I was trying to get to Yeovil, but with everything being directed through the small winding streets of Ilminster, I gave up and went back home again. I haven't heard yet how the injured party is, but I hope her injuries aren't life changing.

When I eventually reached the Ilminster roundabout and saw that the A303 was closed in both directions, I pretty much guessed that it must have been because of a serious accident. They don't just close it on a whim, despite what some people may say in the press. It certainly brought home again just how quickly accidents can and do happen to anybody at any time, no matter how good you are. So people, just drive safely. For all of our sakes!

||

As usual so far the year we've had quite a diverse variety of speakers come along to entertain us in this last couple of months. In the Spring Newsletter I mentioned Penny Gibbons from Action on Hearing Loss. Penny gave a very good talk about Deaf Awareness and how hearing people can best help those with a hearing loss.

Unfortunately and unusually, I was unable to attend Penny's talk that night but I've been





reassured that it was really great and that most of her audience, even those with a hearing loss themselves, learned quite a few new things to take away with them. That being the case, if you do have the chance to hear her in the future, it will clearly be well worth your time.

In March our speaker was Julie Garbutt of the British Horse Society. Whilst her talk was really lively and interesting, I have to confess some of the photos she showed of injured animals were definitely uncompromising! Even so, there was a lot to take away from her talk and I think I may well invite her back again in a year or so. I was reading yesterday how many horses and riders are injured on our roads and the statistics are frightening, so please, take extra care when approaching either accompanied or unaccompanied horses or ponies on the roads.

In April our speaker was Mrs. Anne Maws, The Lord Lieutenant of Somerset. And what a really inspirational lady she is too. Paralysed in a riding accident, would you believe, she went on to champion disabled people's rights and due to her charity work was asked to be the High Sherriff of Somerset, and later the Lord Lieutenant of Somerset as well. She is, I

believe she said, one of only ten females to hold the rank. The others all being men.

It was certainly interesting that several of the audience told me afterwards that she was by far the most interesting and inspirational speaker that we've ever had, and that's saying something because we've had some real crackers!

Our guest speaker for our May Member's Evening is Cyril James. He'll be giving us an illustrated talk on the history of the internal combustion engine developments of Roland Claude Cross (1895 – 1970)". As I mentioned previously, for those of you with a particular interest in social history or the internal combustion engine, this really is the talk for you.

Alan Billinghamurst will be telling us all about the construction of the M5 when he comes to see us in June; and in July... we're having our very own Classic Car Show.

The planning for this has been on-going since our last show in July 2017. I'm really hoping that this year will be the equal of last, if not (hopefully) better. Already I've had just over 30 people show an interest in coming to this year's show either for the first time or as repeat exhibitors. Despite all of the hard work





organising and running it, I confess that I'm really looking forward to it.

One of the oft repeated statements that Classic buffs have said to me about the show is that it's small(!), really friendly and allows them to have a good couple of hours fun after they've finished work for the day. Well what can I say? I'm hoping for more fun again this year!

If you haven't been before, either as an exhibitor or visitor, then please feel free to wander along and enjoy the evening this year. I guarantee you'll be hooked. And entry is free to all. All you have to do as an exhibitor is to fill in a simple registration form at the registration desk. If you're a visitor, all you're required to do is really enjoy the sights and sound of cherished vehicles lovingly restored. Remember, if you do have a classic or vintage vehicle that you'd like to show, then please remember to email me at events@wessexam.uk so that I can have an idea of how many are coming. That'll help me to know how many rows we have to set out. If you've got any chums out there who'd like to join you on the field exhibiting their cars, then please feel free to pass my details over to them too. But the July events haven't finished yet! On 28th we'll again be

flying the Wessex flag at the annual Watchet Carnival Fete. This is held as usual at the Memorial Ground in Watchet with all proceeds going to the Watchet Carnival Club in their support for local charities. Again, if you're passing by, then please feel free to drop into our stall and say hello.

]]

Events planning for 2019 is now well underway, but I still have some dates to fill so if you've got an idea for a speaker that you'd like to hear or anything else that you think would fit the bill on a Member's Evening, then please email me at events@wessexam.uk and I'll see what I can arrange.

You'll have noticed that 'Events Corner' is a bit shorter this time round (thank god for that, I hear you cry!) but as always, thanks for taking the time to read my scribbling's and I look forward to seeing you at our various Member's Evenings throughout the year. In the meantime, here's to your continued happy, safe and enjoyable motoring.

Barry, Events Co-ordinator

T : 01823 – 254621

M : 07776 – 124001

E : events@wessexam.uk



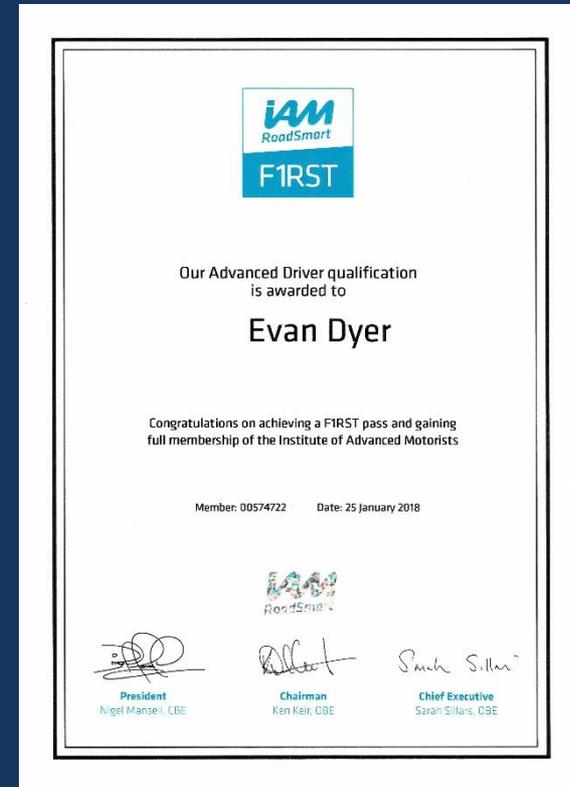


Evan Gets a F1RST with Wessex Advanced Motorists!

By Andrew Griffiths



Evan Dyer is one of the youngest drivers to take the Advanced Driver Course with Wessex Advanced Motorists. Evan won the course at



the Somerset Road Safety Motofest event at Fleet Air Arm near Yeovil in October 2017; the prize was donated by IAM RoadSmart RSDM Shaun Cronin.





Evan is just 18 years old and was so pleased he'd won the prize because he'd wanted to do the course but because of student finances, he didn't have a spare £149.

Evan says,

"I wanted to do this course to be a safer driver and get my insurance down. I felt great when I found I had won it.

"My first drive was really interesting and gave me a taste of what was to come as I progressed through my course. My Observer, Paul, helped me feel at ease and we got on really well straight away. Driving to college and to my part-time job in-between my observed drives helped me practice what Paul had been coaching and this helped me get as much out of the course as possible.

"I was nervous when I took the test with the IAM Examiner. He did a great job in helping me settle down and I was able to focus on the drive itself. I was really happy when I was told that I'd got a F1RST with all 1s.

"I'd highly recommend this course, it is really worthwhile and it has made me more aware of everything around me when I'm driving; when I grasped the skills being coached I soon began to do everything automatically and naturally.

"I had fun throughout the course and enjoyed Paul's coaching; we even found time for a laugh now and then!"

Written by Andrew Griffiths
Chairman, Chief Observer,
Wessex Advanced Motorists





June Members' Evening

The trials and tribulations of the M5 construction

Alan Billingham will take a light-hearted look at the construction of the M5.

Alan's particular interest in earth-moving was first aroused by a somewhat hilarious course with the Royal Engineers during National Service and he never looked back after that!

Wednesday 20th June 7:30pm
at Hatch Beauchamp Village Hall

July Members' Evening



Classic Car Evening

If you haven't been before, either as an exhibitor or visitor, then please feel free to wander along and enjoy the evening this year. I guarantee you'll be hooked; and entry is free to all.

Wednesday 18th July 7:30pm
Hatch Beauchamp Village Hall



Reflections a year on from my Advanced Test

By Jane Tocher

The Advanced Driving test is something that had been on my mind for some years. And the purchase of a dash cam made me think I had better be driving to the best of my ability. I needed help.

First of all, I did the £39 assessment which started me off. The problem then was thinking about whether I could commit to something pretty much once a week for some weeks. I lived in Wellington but my office is in Petersfield and I travel all over the country.

Having taken the plunge, I was delighted to be assigned to Barry Keenan as my assessor – or I should really say teacher as I had a lot to learn. I had passed my driving test with great enthusiasm in my little blue mini a couple of months after my 17th birthday when I was still at school in 1972 and throughout my life I have always enjoyed driving. Probably not every minute of every day but overall.



I currently drive around 27,000 miles a year with my job. I work for a company called Alitex – we make beautiful greenhouses and I spend my time helping people with their garden projects when they include a glasshouse (it is the best job in the world - see www.alitex.com).





Barry was wonderful – entertaining, full of knowledge and patient and I looked forward to every lesson.

It is now a year since I took my test and a colleague in Hampshire is currently about to take hers so we chat about what she needs to know and it is fascinating to hear her talk about all the old favourites – POWDERY (I still find myself asking myself how I feel before I drive), IPSGA etc.

It is interesting how much I have remembered – my poor ‘soon to be husband’ once made the mistake of asking me what I had learnt (he did the test many years ago) and I still bore him with constant little details ‘Barry said...’, ‘Barry told me...’

I find commentary driving great when I am tired and need to concentrate which ties in with watching the horizon always which has been a

very useful lesson (I now realise how my eyes have a tendency to drop to the car in front especially on longer journeys).

One thing I didn’t know before – positioning the car for maximum visibility on minor roads.

I am pleased to still remember – my thumbs on the steering wheel.

My favourite phrase – unobtrusive progress.

Still not very good at – avoiding break/gear overlaps but it is such a lovely smooth feeling when I do.

And Barry – I still find myself leaning over around corners sometimes - you would shout at me!

I would recommend the course to any driver as a way to increase enjoyment on the road as well as to hopefully become a better driver.





Bon voyage

By Sarah Sillars, IAM RoadSmart CEO – reprinted from Insight April 2018



As I prepare to hand over the CEO baton to Mike Quinton later this month, I wanted to say what a privilege it has been to serve as CEO of IAM RoadSmart for over three years. Whether you are a member, volunteer, observer, Group Official, staff, Trustee, Vice President, President or Patron, I would like to thank you for your exceptional support.

I have had the opportunity to meet over 5,000 members, as I have worked with the wider team to move the business forward. We have faced healthy question and challenge, debate and support and even had the odd cross word along the way.

Some members don't want change, others recognise that without it we won't succeed in staying current. We have endeavoured to reflect the changes around us without throwing out our core mission, which the founding members set out with the three charitable objectives in 1956:

- To improve the standard of driving and riding
- To reduce the number of people killed and seriously injured
- Administer the Advanced Test





These charitable objectives have held firm, despite the ever changing landscape that we operate in. My first car wasn't even synchronised in first gear, and adaptive cruise control was probably not even thought of then! By contrast, now many new drivers can't remember life without mobile phones.

If you think back 30 years, could we ever have expected the advanced technology, connectivity and autonomous nature of so many aspects of the vehicles on our roads? So whilst the founding principles haven't changed, the way we have to connect with people has.

Most of the driving population just aren't ready or don't believe they need advanced driving skills. So as IAM RoadSmart, we have had to change the way we try to engage with a wider audience and understand what people will do and what they won't.

It has been excellent to see the evolution of our brand, our heritage flexing to modern

times, our credibility being recognised at the highest level. The thing is though, none of this could happen without you, our members. We, and I personally, owe a great debt of gratitude for the time, commitment, passion, energy and belief that so many members contribute to the organisation. TEAM in my view stands for Together Everyone Achieves More.

I leave knowing that whilst the Advanced Test stays as the cream of the crop, we now firmly have an offering for those that just want a small step into new skills, learning, application, confidence building or capability. Apps, e-learning and on-road modules are in our offering now and we can reach out to everyone for whom, just now or for always, the Advanced Test is just a step too far.

Thank you to everyone who supports us and please offer Mike Quinton, as he takes my place, the same support.

Sarah





Do you know about the changes coming to the MOT test?

By Tim Shallcross, head of technical policy and advice

There are several changes coming to the MOT test, starting on 20th May (apart from in Northern Ireland, where they have a separate MOT system). The most obvious will be a new, more elaborate way of classifying defects. Currently, each item is simply marked as Fail or Pass. In future, defects leading to the car failing the test will be categorised as Dangerous or Major. Most cars are taken for a test before the current certificate runs out, meaning the car can still be driven provided it's not unroadworthy. However, the definition of 'unroadworthy' is not absolutely clear, so the new categories at least give owners some guidance about whether or not it is safe to drive the car until it's repaired. However, a major fault can still mean the car is unroadworthy, so it's important to check with the garage before you drive it away.

Minor faults are noted on the MOT certificate, but will not mean the car fails the test. Advisory comments will also be recorded as items to keep an eye on. As an example, a loose brake disc will be a dangerous defect, a brake disc worn to below the minimum thickness will generally be a major defect and both of these will mean the car fails the MOT test. The car must not be driven at all with a dangerous defect meaning that it must be repaired on the spot or recovered to another garage. The cap missing from the brake fluid reservoir will be a minor fault (but remember to replace this as soon as possible as the fluid may absorb water), and will not result in a fail (although it would under the current test rules), while a brake disc worn close to the minimum thickness will be an advisory defect. Both will be noted on the test certificate and on the online MOT record.





Some of the items checked on the test will change as well, to reflect changes in what must be fitted to cars from various dates. So, headlamp washers must be working if they are fitted (for cars first used from 1/9/2009) reversing lights (1/9/2009) and daytime running lights (1/3/2018). A brake pad warning light on will be a fail for any vehicle.

In order to stop people removing a troublesome diesel particulate filter (DPF), the car will fail if the tester sees any sign that the filter has been tampered with or if there is smoke of any colour coming from the exhaust. Any fluid leak posing an environmental risk, such as an oil leak will also be a major fault and the tester will check the brake fluid for contamination (it should be changed according to the manufacturer's service schedule, usually every two years). If any of the tyres look

underinflated, the car will fail the test, so check the pressures.

The MOT certificate itself will look different and for those of us west of the border, there will be a Welsh only option instead of the current bilingual version.

Finally, cars over 40 years old will no longer require an MOT, although it's still the cheapest overall safety check you'll get, so it's not a bad idea to get one anyway, especially if you're a less than expert classic car owner.

The maximum price for the test won't alter and there are still two very useful, and free, services available from DVSA: an MOT reminder by text or email here: www.gov.uk/mot-reminder

And an MOT history check, very useful for a car you're thinking of buying www.gov.uk/check-mot-history





NDORS - an open door?

By Tony Greenidge, IAM RoadSmart business development director

Recently released figures released for 2017 show that 1.4 million offenders opted to complete a driver education course as opposed to paying a fine and receiving penalty points on their licence. The value of the NDORS market has now reached £126 million per annum and with the introduction of Smart motorways the number of speeding offences is expected to rise.

There has been much press coverage about these programmes but we know that where people are killed or seriously injured on our roads, speed is often a contributory factor. In keeping with our core objectives to educate, train and rehabilitate drivers the strategic decision to expand our presence in this sector is welcomed by many of the key industry influencers who oversee these driver education programmes.

IAM RoadSmart has been active in the speed awareness market since the acquisition of PDS in 2013 and our expansion plans will be

led by Alan Prosser who joins us from TTC, currently the UK's largest provider of these courses. From qualifying as an ADI in 1980 Alan has gained some 38 years road safety industry experience, with 20 years as a middle or senior manager in the public and private sectors. Alan is a highly respected industry figure and he sits on a number of influential industry working groups.

'NDORS' is the 'National Driver Offender Retraining Scheme' which comprises a number of driver educational courses that can be offered by police to offending drivers (or motorcyclists) as a pre-court alternative to prosecution and a fixed penalty with points.

Every police force in England, Wales, Scotland and Northern Ireland has the option of implementing NDORS courses in their area.

There are 45 forces altogether, and at the present time only two do not deliver NDORS national model courses (Dorset run a similar scheme in-house and Wiltshire do not offer courses at all).





Of the 43 forces, 23 of them contract the delivery to a private sector provider through an open tendering process. The remaining 20 forces either have local agreements in place (usually with their Local Authority) or the Police deliver the courses themselves.

Over the next two years we expect 12 contracts to come to market and Alan will be leading our attempts to win as many of these as we can.

Our plans for growth will be underpinned by our not for profit USP and our desire to “make better riders and drivers” and we underpin this objective through all of our volunteer and commercial activities.

As an essential element of every contract we go for we will commit to supporting and in some cases funding local initiatives designed to help reduce speeding. In effect we are the turkey voting for Christmas, a factor that truly sets us apart from the commercial businesses that currently dominate this space but who operate purely to maximise shareholder profits.

Driver education is viewed by many as an effective alternative to prosecution and NDORS commissioned the DFT to undertake an extensive research project into the longer-term effectiveness of driver intervention schemes. The findings are due to be released later this year, but early indications suggest that the findings will be positive.

Increasing our presence in the NDORS market is closely aligned to the outstanding success we have had in delivering Drink Drive Rehabilitation Courses. IAM RoadSmart entered the DRA market (a post-conviction offer) just four years ago and in that time we have risen to become the UK’s leading recipient of referrals. In this financial year we will have worked with 4,000 offenders helping them come to terms with their actions and understand the dangers of drink-driving.





Messages from Grateful Associates

I recently passed my IAM RoadSmart driving test and would like to put a thank you in the newsletter for Del King.

When I first met Del she put me at ease straight away. As well as been very knowledgeable she was a royal laugh and the drives were very enjoyable with lots of chatter. Her guidance and pointers (and chastisement!) on my driving were all done with genuine love of passing on her expertise. Thank you Del for your teaching, giving up your weekend time and the laughs on our drives ... I passed so I did listen!

Jason Pratt

I recently passed my Advanced Driving Test and I would like to thank my Observer Mike Wotton for all his hard work and efforts teaching me to be a better driver during the course of preparing me for the test. Due to my work commitments, our observed drives and the test were spread over nearly eighteen months, so I'd also like to thank him for his patience.'

Richard Butler





Mirrors.

During the series of drives leading up to my test, my Observer, David Walton, suggested (frequently) that I make more use of my mirrors. Prior to that, I had used mirrors very sparingly, maybe a few times a week. I would like to think that I'm getting the hang of it now and certainly intend to put my mirrors to good use in the future.

This is just an example of the many ways that David has helped me to

improve my driving habits. I really appreciate the considerable amount of time that he spent not only in the car with me, but writing the run reports too, always in a very positive and encouraging manner.

I'm now enjoying driving with confidence again and would like to say a huge thank you to David, Barry Keenan (for my pre-test drive) and also to Dave Adams for aiming at a relaxed and enjoyable test.

Anne Bull





FOUR PHRASES

By Nigel Albright

Nigel Albright talks about phrases which can add a quantum shift to driving safely on the roads.

Many of the books written on road driving go into inordinate detail. Not infrequently they have been written by racing or competition drivers who, unfortunately and generally, have little real understanding of what makes a really good road driver. In general, their names and fame make for good circulation figures. However, rather than going into a lot of detail I have generally found it best to take the underlying principles, understand them well, and apply them flexibly according to the conditions. It is not only much simpler but, also easier to teach and, additionally, allows an easy and fluid flexibility in driving.

Talking about simplicity reminds me that there are numerous catch phrases used in driving in most of which the meaning is obvious. However, just occasionally, one comes across

a simple phrase which has a hidden depth of knowledge and sometimes a great deal of hidden knowledge behind it, but often this is not immediately obvious at the time. I am going to present four such phrases; just four which I have come across in over forty years of being actively involved in all levels of advanced driving. Coincidentally they all come from former advanced police driving instructors because they are the only people I have met, so far, who have come up with these ground moving but very simple statements. They maybe only four phrases, but the knowledge and understanding behind them could easily fill a book.

I remember when I was training guide dogs, which I did for eighteen years, there was a two-year apprenticeship. At the end of this I thought I knew it all. After five years as a qualified instructor I thought I really understood my subject, but it was only some years later that I started to encapsulate a depth of





understanding in seemingly simple statements. And that, of course, was exactly what these PDIs (police driving instructors) were doing. Most had spent something like fifteen, and sometimes over twenty, years at driving school and most of that time on advanced courses. To get an understanding of what that really means it is necessary to consider daily going out teaching three others how to go at maximum tilt on the open road and yet come back (and bring your students back, of course) in one piece every time. Remember that in those days advanced courses were regularly doing some 120mph on open roads and they didn't have all the so-called vehicle safety gizmos which could get them out of trouble, for example in a bend; they didn't even have ABS, so they had to get it right every time on their own account which is a whole different ball game. How many of us could do that regularly, sometimes over twenty years, and still be alive and kicking at the end of it? And just for any cynics amongst us, that is not by chance in any sense of the imagination, not over that period of time. That is about knowledge and understanding of the subject which few of us lesser mortals even get close to. Clarksons of this world take note. So that, I hope, gives a

flavour, and that's all it can do, about these special people and where they have come from.

I have mentioned speed and high speed open road driving but, that is not the object of the exercise. I have only done that to illustrate the depth of knowledge and understanding of the subject necessary for these instructors to do their work safely. And that may well be why people other than advanced police driving instructors have not come up with these absolute gems.

The first phrase I came across was in December 1973 when I first met Derek Van Petegem who was an Advanced Wing instructor at Hendon (the Metropolitan Police Driving School) but, spent most of his time teaching on the skid pan. Even today Derek's name is held in awe when mentioning Hendon instructors. In fact, Derek was so good that on the report on his intermediate car course (not instructor's course) he was earmarked as instructor material. I could easily write a chapter on him and what he did whilst he was at Hendon, teaching royalty et al. But, at the same time that would be difficult because he was much too modest for such things and it would probably have embarrassed him and I would not have wished that.





In that first visit to Hendon, and after the exhilarating display which he and Dennis Johnston gave on the skid pan, I had but a moment to ask Derek a question before moving on to the next part of our tour of the driving school. The 70mph speed limit had been introduced for all roads including motorways in 1965 but, we had had the most superb high speed demo drive by Sgt Pat Forbes with an equally astounding commentary, so it was not out of order to ask the question,

‘What is the art of driving fast?’

The answer came in Derek’s quiet and inimitably modest way,

‘The art of driving fast is knowing when to go slowly’.

‘Good one’, I thought.

Indeed it was, and very much more so than I had anticipated because it wasn't until some years later, after much practice and further tuition that I came to realise the full meaning of this wonderfully simplistic statement. Imagine being on an advanced course and being told that it is not when you go fast which is the important bit, but when you go slowly. It's a sort

of reverse thinking. At first this may seem like a contradiction, but it isn't. And it matters not whether you are on open roads or in a BUA (built up area), the principle is the same – it's when you go slowly that counts. This simple factor adds a serious increase in safety on the road for anyone who really applies it. And it is very probably that the reason such an interesting and profound type of comment has only ever come, in my experience, from a police driving instructor is that learning to drive fast and safely on roads develops a much more acute awareness of threats and therefore the key has to be when you slow down, not when you speed up. The domino effect is that even at lower speeds they are much more aware of potential dangers than most of us and, as a result, you may well find them going measurably slower when we don't see a reason for doing so. But they will be the safer of the two.

Some years later I came to know John Trafford, an ex-Maidstone (police driving school) instructor who, when he retired from the school, became head of Fleet Training at IAM. The subject of Derek's comments came





into one conversation. John told me that he and Bryan Lunn, (or it might have been Ted Clements), the former Chief Examiner (both ex Hendon, by the way), shared the same office at the old Chiswick IAM HQ and whenever they heard blues and twos they would go to the window where they could see a complex road junction with traffic lights and pedestrian crossings below them. Now here is the really interesting bit. John said they always knew the difference between a Class One and a Class Two police driver because the Class Ones were slower; the better ones slow more in more closed situations than the not so good. Now that is very significant.

Putting the essence of this principle into practice with a new advanced driving associate an excellent starter for ten is to get them to back off, even slightly, any time they see anything which might compromise their safety. And the key word, of course is not, 'back-off' it is 'might'. It's what I call the 'off reflex' and I am very keen to get this established as a basic principle right at the beginning. This dovetails very nicely with the fact that the two things one does with a new associate is to increase their threat perception and, simultaneously, reduce

their risk profile. It's a see-saw; invariably when one goes up the other goes down, and vice-versa. But the off-reflex starts to set the right mind set which is consistent with essential element that to do it well you need to know when to go slowly, not the other way around.

The second gem came not long after that first one when I first went out with a former Devises instructor who was then back on traffic in Devon and Cornwall. Luckily, I knew a few of the traffic men at the police headquarters at Middlemoor, Exeter, and had asked, 'who was the best one there?' 'Without doubt', they said, 'Alan Down'. I managed to get in touch with Alan and ask him if he would kindly agree to give me a drive. He did and we also agreed to have a day's driving so he was put on the insurance of my pride and joy of the day, a 2500 E3 BMW saloon, which was a wonderful car to drive, and I know Alan enjoyed it as well.

On the day I duly parked at the traffic centre and out came Alan, still in uniform. He got into the car and after a few moments of pleasantries started his briefing. This ended with the simple statement,

'I don't mind how fast you go so long as it's safe'





To me that was an act of great faith on his behalf because we hadn't met before, but I had been out with one of the advanced drivers on traffic, so maybe the word had got around. Now that little statement, 'so long as it's safe', may come as something of a culture shock to many in today's horribles of people afraid to move anywhere off centre for fear of not being PC and who also think that safety is all about reducing speed. But in those days you could readily find traffic officers who were real enthusiasts about driving and that was generally the main reason they were in traffic. It produced some really superb examples of the best standards you will ever find in road driving and the likes of which are hardly seen today. And such people were only too keen to help anyone else who wanted to know how to either drive a vehicle or ride a motorcycle safely whilst making suitable progress on the open road. Those people were real enthusiasts about driving and it was such a joy to be in their company and to learn from them.

But I knew immediately the meaning behind Alan's statement. At the old police driving schools it meant slap on thirty until the de-

restriction sign (now NSL, or National Speed Limit) passed the whites of your eyes.

That neatly brings in the third phrase which came at the same time as I first met Derek. After the simulated emergency road demo drive I asked Sgt Pat Forbes what he felt was the temperamental make up of a good driver. His answer was equally simple and succinct,

'Self-discipline and restraint with a pinch of aggression'.

Now I can see eyebrows crease and hackles rise at this but, of course, Pat was not referring to inter-personal aggression as in road-rage. What he was referring to was the level of forward planning and observation combined with the willingness to take safe opportunities to make progress. Now that's a whole different ball game. But it's the core of that vastly underestimated and simple statement, 'Self-discipline and restraint', which is the key bit. Counterbalancing that with the willingness or even the need to make progress is a finely developed art and it just doesn't come out of a book. But for us mere mortals most could do with a hefty increase in those two key mental

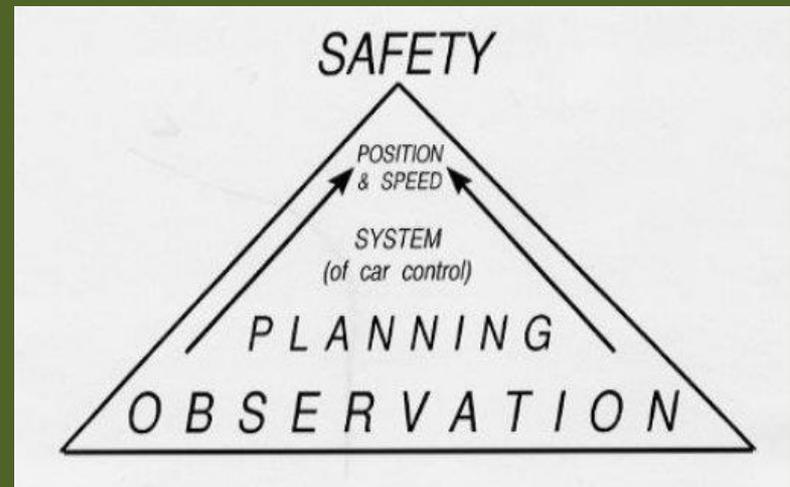




elements of a good driver as defined by Pat. If you haven't tried it recently try keeping the needle slap on 30 up hill and down dale in a 30 zone (subject to safety, of course). It's an exercise in itself, and a good one too. But then don't just do it once; do it all the time. It's very good for the mind-set.

So, Alan's statement meant slap on the line in the 30 zones (and there were only 30's then) but on the open road, so long as it is safe. I know that different people have different perceptions of what is safe and we may deal with that one in a moment. But that was a key phrase, 'so long as it is safe', because, just by comparison, I see many people today who are seriously unsafe at even 30mph let alone 70mph, and have no realisation that this is the case. Again, the magnitude of such a wonderfully simple statement only dawned on me over a period of time and it interlocks very nicely both with Derek's comment about knowing when to go slowly as well as Pat's on self-discipline and restraint. In my book if you don't have those two essential qualities Pat mentioned you are not even in the running.

As already mentioned, the application of 'so long as it is safe', is not only highly pertinent to open road driving, but equally so in, say, a 30 zone where it may be prudent for safety to be doing only five or ten miles per hour on occasions. It was also from this statement of Alan's that I evolved the concept that in driving everything you do has to be related to safety or else it is irrelevant and that also led to what I call the safety triangle. And it's very important



for tutors and observers to understand and apply this basic point because, if there is anything taught which can not be related to safety, then the whole thing falls apart because it just become pedantry.





The fourth and final phrase came just a few years ago. when I re-took my IAM test. Of course, you don't have to let the membership lapse in order to do a re-test, but I did and, luckily for me, the examiner turned out to be another former Devizes instructor. Although police driving schools in those heady days of the 70's and 80's particularly were quite rightly held in awe for the standards they represented, Devizes was, I feel, very much in the top echelon. But then you would expect that coming from a West Country man. However, Andy Ware was a Devizes man and I was honoured to be in the presence of a person of such understanding, because I knew just how well the Devizes men were trained.

Anyway, off we went on the test and, when things weren't too demanding, we occasionally had little exchanges, as you do, of course. At one point I mentioned about the common belief that a good following distance, for example in a BUA, was 2 seconds and when I have done seminars or workshops, often with ADIs (Approved Driving Instructors) present, I have asked, 'What would be your recommended following distance in seconds assuming you were not planning to overtake?'

And back comes the stock Highway Code reply, 'Two seconds'. And then I would say, 'Yes, but with one important word missing'.

Bemusement in the attendees. Pause for effect and then add, 'Minimum'. Because at two seconds you are going to have a hard job to avoid hitting the one in front if it does an emergency stop. For me two seconds is a blue smoke job and I don't want to be there, so I will have three to four seconds, thank you very much. It came as some shock for them to consider that at police driving schools the normal recommended following distance was also three to four seconds. And quite right too. Not only can you pull up comfortably and nicely under control but you, being that far back, can see much further ahead past the vehicle in front. As I said to Andy Ware, 'It's a question of always being able to pull up calmly and under control, is it not?' To which he replied that he always asked his pupils, 'In any circumstances can you stop the vehicle **UNDRAMATICALLY?**'

At which point a shiver of excitement went down my spine and I realised that, purely by chance, I had struck upon another of those





absolute gems. You won't find that sort of expression around nowadays. It's a bit old hat, but it says so much in just a one word. Which means, could you pull up UNDRAMATICALLY? – anywhere, any time and in any place? Wonderful. It's the sort of wording that really could only come from what I call 'the old brigade'. And they really don't make them like that anymore. That was an absolute gem of a statement - like a nugget of gold. As it happened I passed the test, but the real gem was that beautifully simplistic statement which means so much.

The single most important word in all these phrases is not slowly, it is not actually safety although that is always the one word at the top of the tree. It is actually, 'undramatically'. Whatever you do to ensure your safety on the road, can you also do it in all conditions, 'undramatically' - which means really smoothly. I was talking with one civilian advanced instructor lately, in fact a very advanced instructor, who was talking about emergency evasion techniques which he teaches to clients and I said if they are that bad I wouldn't even want to be there.

When you put these four simple phrases together you also find them supporting the main themes which are often mentioned in terms of safety and road driving; the need to have both space and time. And these phrases together give you all of that and more. Space and time are qualities which are often talked about but few apply them really well. They are far more important for safety than the invasive mantra on speed alone. And if we look at all the understanding and meaning behind these four simple phrases we quite literally have a whole book and more in the palm of our hands. So look no further. Four phrases on one piece of paper equals one book? Yes. Right. You have control. And as Lord Beaulieu wrote in his book, *The Art of Driving a Motor Car*, in 1906,

'It is your business, not the other man's, to avoid danger'.

That's still as true and valid today as it was then.

Nigel Albright

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What people say and what they do

By Rodney Kumar, IAM RoadSmart senior communications executive

If you are to ask someone what do they think about people who speed, talk on handheld mobile phones and cut someone else up on the motorway, they will routinely say they are vehemently against such practices, and would never do it themselves.

So based on this, why do we witness it so often on the roads? And if you happen to take issue with such behaviour, why does the other party insist on reacting (usually) very angrily?

Many would say that driving standards have fallen in recent years. They would also say that other drivers should undergo post-test tuition to improve this situation. But they'd say the fault lies with others and not themselves... 'my driving is fine, thanks very much!'

And therein lies the problem. Nobody admits to the fact driving skill is something that needs constant updating, even if you have taken IAM RoadSmart's advanced test or other courses like it.

Some of the best drivers in the world have taken the advanced test – and are not too proud to take it multiple times to ensure their skills are up-to-date. Multiple rally winner Paddy Hopkirk has not only taken the advanced test twice across 26 years, but also taken the Mature Driver Review. If the winner of the Monte Carlo Rally isn't too proud to take a test like this, what's stopping others from doing the same and wanting to be a better driver?

Sue Baker, former BBC Top Gear presenter and a motoring writer for many decades retakes her advanced test every 10 years – someone who drives and writes about cars for a living.

Yet many people on our roads rate themselves as good drivers who need no further tuition of any kind.

Is this arrogance? Laziness? Or has the question never been asked of them?

I would say it's a mixture of the three. I just hope that they see the light before they get into a crash that could have been prevented by a post-test course.





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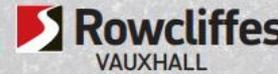
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Chairman Achieves International Acclaim!

By Andrew Griffiths

There will be a number of you who won't know one of my loves outside IAM. There are some who will remember though, mainly from a smashing light bulb and flying wood at a demonstration I did at a members evening and for some reason It was an entertaining demo but for the wrong reasons and I've not been asked for a repeat performance... but if you persuade Mr Events I'm sure he will factor it in to our programme! I'll get more light bulbs.

I am talking about woodturning which I began some 18 years ago. How I got into it was through my friend Colin, who is a professional turner and now lives in Devon.

I was asked by Colin to put a brief Q&A article together for The Woodworking & Woodturner magazine ("top shelf" stuff in W.H.Smiths!). The article was published in the May edition of the magazine and I thought I'd share it with you. Note in the photo the smug grin and the splash of Danish oil on my forehead!

-----begins-----

"ME AND MY WORKSHOP"

The Woodworker & Woodturner May 2018

Retired Civil Servant Andrew Griffiths shows us around his workshop which is situated in Bridgwater, Somerset.



Andrew in his workshop at his trusty lathe.

Q: What is it – and where is it?

A: It's a 24ft x 12ft heavy duty shed next to my garage.





Q: What is the best thing about it?

A: I fitted it out exactly as I wanted. And it's insulated!

Q: And what is the worst?

A: Maybe it's got too much machinery in it now!

Q: How important is it to you?

A: It's somewhere I can spend a few hours being creative and talk (to myself... out loud).

Q: What do you make in it?

A: Turned bowls, pens, furniture repairs (mostly for my neighbours) and wall art.

Q: What is your favourite workshop tip?

A: Keep your workshop clean and tidy. Always be able to return to a clean and organised workshop.

Q: What is your best piece of kit?

A: A Ryobi compound mitre saw.

Q: If your workshop caught fire, what is one thing you would rescue?

A: The fire extinguisher! Ok, an old wooden engineers toolbox with my pen kits in it... mainly because it's the only item not bolted down.

Q: What is your biggest workshop mistake?

A: I was once told by a dearly departed friend that every mistake is a "design opportunity". I have lots of these; too many to chose from.

Q: What is the nicest thing you've ever made?

A: A bunch of grapes made from Ebony; 65 of them turned individually. Painstaking and monotonous but never again! The customer was over the moon and wanted another bunch for her mum so I made that too... but never again!

Q: And what's the worst?

A: A woodturning club competition piece many years ago; "make something from a 75mm cube". I put a load of shavings in a bag and it was the only entry (in the beginners category) so I won! Other than that, too many to chose from.





Q: What's the best lesson you've learned?

A: Use a dust extraction system as well as a mask/respirator when working on the lathe. A great deal of fine dust is produced when power sanding and I breathed it in after I took off my respirator. I now have a proper system that removes the dust at source.

Q: If you won the lottery, what would you buy for your workshop?

A: Depends on the win! If it was £100 million then I'd be off in my private jet, but realistically I'd like heating and humidity control, a phone just for show, a better table saw and a fridge for my superglue!

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Here is another photo of my workshop (not in the article). For those interested, the lathe I was leaning on is a Wivamac and has a very large bowl turning capacity of circa 6ft diameter... if only I could find wood that size.

In the photo, you will see 2 bench-mounted lathes at the far end, ducting to carry away dust, a floor-mounted router station, table saw, bench drill, belt sander, Ryobi mitre saw, and on the right are the legs of the Wivamac lathe. Out of frame behind me is the dust extractor in its own enclosure (isolated from the workshop space), a floor-mounted bandsaw and a small bench-top spray booth for air-brushing. Hanging from the roof is an air filter.



If anyone would like to visit my workshop and even have go on a lathe, please ask.

Thanks for reading.

Andrew





Does racing improve the breed?

By Shaun Cronin, IAM RoadSmart Regional Service Delivery Team Manager

When it comes to the development of cars and motorcycles, manufacturers have proven time and again that the lessons they learn from putting their cars through their paces in racing environments, can eventually be used to improve their products for the general public on the road.

Consider this: Jaguar introduced Dunlop Disc Brakes to the Jaguar C Type to conquer the Le Mans 24 hours back in 1953. Whilst discs had been around a while, this win proved decisive and led to manufactures fitting them to production cars. This was however admittedly much later, as I remember well the puny single leading shoe drum brakes on my first car, a 1967 Mini! (*mini changed to twin leading shoe in '64 - Ed.*)

The 24 Hours of Le Mans and The Monte Carlo Rally also led to the development of the

quartz-iodine headlamp bulb by Marchal and Cibie. "Twice as bright as a standard bulb" said the advertisements in 1964 and priced one bulb at £1 6s 8d which was quite expensive back then.

So if cars and motorcycles can be improved by using them on the track, what about the driver or rider? Some of our greatest racing drivers and motorcycle riders have a level of skill that can only be described as sublime when it comes to what they can do with their machines. You only have to watch the car control of Lewis Hamilton, or the way Marc Marquez can recover a motorcycle from seemingly impossible angles to know how highly tuned in they are with their machines. They have developed those skills on the track over many years. Sometimes by trial and error.





How does track work link in with our advanced driver or rider course? I have heard British Superbike rider Shane 'Shakey' Byrne talk about how to take a corner on a track. He spoke of getting in the right place on the track on corner entry, sorting out the speed of approach with braking, grab a gear, lean in and roll the throttle open. Sounds to me a bit like being in the right position, travelling at the right speed and with the right gear engaged. If you add maintaining a positive throttle through the curved path and of course, being able to stop in the distance you can see to be clear and remain on your own side of the road, then there you have it. The five key principles of cornering according to Roadcraft.

I competed on the National Gravel Rally Championship in 2005-2006 and this personally taught me a great deal about car control at speed and on changing surfaces. I was lucky enough to work with multiple British

Rally Champion Marcus Dodd and the HPM Motorsport Team using a Group N Prodrive Subaru Impreza. The 'bug-eye' Impreza, a legend in motorsport, was a very capable car and I can understand the 'if in doubt, flat out' approach of Colin McRae. To me it meant if you thought it was going wrong, keep your right foot hard in and the car will pull you out. Clearly this was the Roadcraft bit about not lifting and maintaining a positive throttle in the curved path! It works.

If you want to take the opportunity of improving your own personal skills in your car or on your motorcycle then IAM RoadSmart can help you. We have now released the dates for our 2018 Skills Days. Definitely not a full on track day, these very popular events are skills development days but using the racing circuit as the safe learning environment. Take a look at the Skills Day page for full details.

Enjoy the drive and ride.





Make your 'voice' be heard

By Tim Shallcross

It doesn't seem long since cars were content to tell us how fast we were going and how much fuel was in the tank. Some appealed to the repressed fighter pilot with extra gauges for engine speed, battery voltage, oil pressure and even inlet vacuum, but most had a quite straightforward dashboard, meriting only the occasional glance.

By comparison, even the humblest instrument panel of today is encyclopaedic. Apart from the rev counter, speedometer, fuel and temperature gauges, they have more coloured lights than a Christmas tree and an array of menus on at least two multi-function screens.

Cars now keep us up to date with the outside temperature, how long till a service is due, whether the windscreen washers need topping

up and traffic conditions on the Uttoxeter bypass. They can read out text messages, answer the phone, guide us to our destination and warn us that it's time to change gear.

Now don't get me wrong; I love a gadget, probably more than most people, but so much information and wizardry has been condemned as distracting, especially in America, where the AAA (American vehicle recovery organisation) produces lists of the most attention sapping dashboards; the worst ten include several models sold in the UK. Touch screens with complex menus are the greatest hazard and the only safe way to negotiate many of the functions is to stop the car; inconvenient and often impractical. My current car demands working through three menus just to turn the





instrument illumination up or down; a knob on the dash would have been fine, thanks.

However, things are changing. Voice control in cars has been with us for more than a decade and it's improving all the time. At the moment you generally need to specify the function, then give the command, rather than just asking for your favourite radio station or to be taken to the nearest supermarket. This means thinking in a more structured way than is natural for most of us, but it's still a huge advance over having to look at complex menus.

Nevertheless, think of how things are changing in our homes. Siri, Cortana and Alexa are being promoted heavily and they are getting better and better at understanding ordinary speech. Most car makers are developing similar voice recognition systems – or they are working with Google, Amazon and Apple to use theirs.

Progress among drivers appears a little slower. Although it's now one of my “must have” features, I haven't had voice control demonstrated to me by any dealer when I've been looking for a car and, at least in my experience, lots of drivers seem self-conscious about talking to their car, especially with passengers. This needs to change and not simply because a generation of drivers will have grown up with Siri and her counterparts; voice control will be a major boon for drivers of all ages as functions become more numerous and complex.

Manufacturers need to promote voice control as much as the tech companies promote their electronic assistants and, more importantly, dealers need to encourage buyers to try it out, so that we can all start chatting to our four wheeled friends without giving the instruments a second glance.



A squirrel's point of view?

By Rodney Kumar



At IAM RoadSmart we talk a lot about the dangers of distraction when it comes to driving – and yes distraction plays a very large part in many accidents.

Music can be both a distraction and a way of keeping the driver alert. Too loud or too high the bpm, the greater the chance the driver will go faster and less able to hear other things around them.

And as someone who has reached their 40's, I can now move into the camp of those who say “why do kids have to listen to music all the time?”

Things were not a lot different when I was younger, as Walkmans became affordable and everyone started walking around listening to them – thus raising concerns of younger people not listening (or watching) out for the dangers on the roads.

The difference now as we move into the iPod/Smartphone era is that it isn't just children using them. Adult pedestrians are also permanently glued to their headphones. This week a neighbour walked out of his house with headphones already on – and promptly walked across the road in front of me not even looking in my direction, causing me to brake sharply and swear under my breath. Not what you want on a drizzly Tuesday at 6:30am!





So what's the answer?

Perhaps it's time to go old school. Many of my age will remember Tufty from school. This was a cartoon squirrel and his leaflets, adverts and assorted promotional items were synonymous with an era of children being taught road safety messages. More than 30 years later I still remember both Tufty and the Green Cross Code as clear and long lasting road safety campaigns.

The Government's THINK! campaigns are both imaginative and thought provoking, and I congratulate them on their hard work and dedication in making their campaigns grab the attention.

But maybe it's time to turn the clock back and for a new road safety hero to arrive and stick around for a while, to help children latch onto a character for their road safety lessons.

Son of Tufty maybe!

**Closing date for the autumn 2018
edition of the Wessex Advanced
Motorists e-Newsletter is 20th
July.**

**All contributions would be very
welcome.**

**All items should be sent to
*ed@wessexam.uk***



Recent Releases from the IAM Press Office

Don't let a puncture leave you tired!

Sometimes the roads we drive on can be unpredictable which can lead to a puncture. This could mean cancelling our plans and waiting in a safe place for the breakdown recovery team.

But we could soon be on our way if we were able to change the tyre ourselves. Richard Gladman, IAM RoadSmart's head of driving and riding standards, provides some useful advice on how to change a tyre.

- If it is possible, pull off the road to a safe area. If you have to stop on a road, place your warning triangle at least 45 metres behind your vehicle, but not on a motorway. Activate your hazard warning lights to warn other traffic. Raising the bonnet or hatchback will help other traffic realise you have an issue. If you have a passenger, get them to act as spotter and warn you of approaching traffic.
- A level hard standing will be best as soft ground will not allow the jack to be used correctly. If the ground is not suitable you may need assistance from a professional.
- Locate the jack and wheel brace, it may help if you do this during your weekly vehicle checks so you know where it is and how to release it. This is also a good time to locate the jacking points and find out how the jack works. Often the kit will have a wheel chock; use this on the other axle of the vehicle to assist keep it still.
- Loosen the wheel nuts slightly before you start jacking the car up, the vehicle will be unstable after you raise it and you will not be able to get as much leverage. Remember one of the nuts is likely to have a lock function and will require the unique key.





- When jacking the vehicle you will need it to be raised high enough to fit the new tyre (this will be higher than required to remove the old). Wear gloves when handling the old tyre, if it has punctured it is likely to have sharp steel protruding from it
- Tighten the wheel nuts until the wheel sits squarely on the hub and then lower the jack. Further tighten the wheel nuts with the vehicle stable. You will need to get the wheel nuts checked for tightness by a professional (when you repair or replace the punctured tyre). If fitting a space saver spare, remember the restrictions that imposes i.e. no more than 50mph (80kph) and should be used to get you to a place of repair - not as a substitute for the correct tyre.
- Avoid changing your wheels on the hard shoulder of a motorway. If you have a puncture on a motorway, use the emergency phones to contact the motorway control room and they will send assistance to protect the area if required. Or arrange for your breakdown recovery organisation to assist you

Richard said: “Punctures are much rarer these days but the risk associated with conducting a tyre change has increased with the volume of traffic. Safety has to be your main concern but if you cannot get to a safe area to make the change; get the vehicle off the road and call for assistance. A vehicle recovery service will have access to professional equipment which will allow a much speedier repair to be conducted. If you are in any doubt, call for help.”





Don't have kittens due to driving anger! Help the 'world's worst driving family' keep their cool behind the wheel with IAM RoadSmart's new app

IAM RoadSmart's brand new app called IAM RoadTrip offers the chance to meet the world's worst driving family – and the opportunity to help them become safer drivers on a series of journeys designed to be both fun and factual at the same time.

The family of five animals Bull, Tortoise, Panda, Pup and Kitten - are part of the app created by the UK's biggest road safety charity to get across in a humorous way how easy it is to improve your road skills before you set foot in a vehicle.

The app takes users through a light-hearted journey and covers a variety of topics from driving around a bend, parking, managing the school run to driving with a baby on board. With a myriad of subjects covered, the app targets a wide range of drivers to help as many people as possible with practical driving tips and advice.

The app is available on Android and Apple and can be downloaded from the App store (Apple

devices) or Google play store (Android devices) by searching for IAM RoadTrip. You can also see further details at www.iamroadsmart.com/iam-roadtrip-app

Can you help Kitten and Pup handle a trip to the supermarket without having a calamity? And avoid any parking tickets or fines? Well this is your chance to help them!

There is a chance to 'collect' road signs as you improve and see your name rise up the scoreboard against your friends!

Sarah Sillars, IAM RoadSmart Chief Executive Officer, said: "While there is no substitute for actual driving practice, our app is a fun way to get young people into the driving habit, of knowing how to react to road situations in a fun way – and of course helping our animal family not get into any silly mishaps on the way!"

Sarah added: "It's all a way of getting novices into a mind-set that will give them skills for life."





Use of Northern Ireland graduated driver licensing scheme as a trial welcomed by IAM RoadSmart



IAM RoadSmart has welcomed the Department of Transport commitment to monitor the Northern Ireland Graduated Driver Licensing (GDL) Scheme as a possible model for future roll out across the rest of the UK in the future.

IAM RoadSmart, the UK's largest road safety charity has long campaigned for a bespoke British graduated driving licensing scheme for new drivers, who are the biggest at-risk driving group by a significant margin.

Under its long awaited proposals, the Northern Ireland Government plans to bring a number of provisions into force in 2019/20 including passenger carrying restrictions and a six-month mandatory learning period.

IAM RoadSmart is wholly in favour of the Northern Ireland approach, in particular the minimum learning period and some restrictions on peer group passengers. We remain to be convinced about the value of night curfews, but the real world experience in Northern Ireland will help ensure that the next steps are evidence based.





In addition IAM RoadSmart also strongly supports the Department for Transport's commissioning of a £2 million young driver research programme. This will look into the effectiveness of a range of safety measures for young and novice drivers, both pre and post-test. These will include getting parents more involved in managing post-test hazardous situations as well as greater use of telematics to manage driver behaviour.

IAM RoadSmart is ready to provide its knowledge and expertise in developing the content of any new driver learning system and post-test interventions.

Sarah Sillars, IAM RoadSmart Chief Executive Officer, said: "IAM RoadSmart welcomes the new scheme for GDL in Northern Ireland. Road crashes are the biggest killer of young people

in the UK today. New drivers are most at risk in their first year of driving and yet the current system abandons them to learn by their own, sometimes fatal, mistakes."

She added: "The risk factors are well known; lack of experience in all traffic conditions but, especially rural roads, darkness and poor weather, attitude, distraction (by peer passengers or smartphones) and alcohol and drugs. Choosing effective restrictions to limit these risk factors should be the key objective of the government in creating a new licensing system that is practical, affordable and works to reduce young driver road deaths and injuries.

"Today's news is a great first step in ensuring that a young person's lifetime journey on our roads does not end before it has even started."





How to avoid becoming a victim of road rage



We have all come across road rage at some point in our driving lives. When it happens, it can leave you feeling intimidated and scared. But with a bit of planning you can prevent the situation altogether. Richard Gladman, head of driving and riding standards, provides a few top tips about how to avoid being a victim of road rage, and what to do if it escalates.

- If there's conflict between two parties, there's a likely chance you've both played a part. This doesn't mean you should react. Try to

take yourself away from the problem – let the other driver go on ahead. Even if you feel wronged, letting the other party go will make no difference to the rest of your day.

- Is someone being confrontational or aggressive? If so, don't make eye contact and don't react visibly. Try not to think about them so that the incident doesn't affect you afterwards.
- If the other party is still being aggressive to you and you are in fear of your own safety, call the police.
- If the other party approaches you in your car, can you drive away safely? If you can, consider doing so. But don't rush off and drive like the getaway driver in a film, or if you think the other driver is going to chase you.
- Do you have a passengers who can film any behaviour on a mobile phone? This will help in terms of evidence. Remember to include the registration number of the other vehicle involved.





- Don't open your door, don't open your windows fully and don't start or get provoked into an argument.
- If you were at fault, admit it and apologise. It may be enough to diffuse the situation quickly. And do not do anything that can be interpreted as retaliation. Even if you weren't at fault, is the argument really worth it?

Hopefully by now the matter is over and you are driving away. Do acknowledge that this incident will have affected your behaviour. If you feel upset or emotional pull over and get some fresh air or walk around if you need to before resuming your journey.

Find some distraction like listening to the radio - move your mind deliberately onto something else - deliberately driving well would be a

good example - but don't dwell on the incident.

Richard said: "Road rage does not affect everyone every day. If you're finding it is happening very often, you might want to think about how you engage with other road users.

"Unlike pedestrians walking towards each other; who can easily get a feel of what the other person will do, where they might go or the mood they're in, you have no such opportunities cocooned in your car."

He concluded: "No-one need experience road rage, but it is up to each of us to ensure it stays that way.

"So it is important not to be antagonistic or obstructive, perhaps making a person already having a bad day boil over."

